

**CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE
PUBLIC MEETING**

Mustang Library – Auditorium
10101 North 90th Street
Scottsdale, Arizona 85258
April 26, 2001

MEETING MINUTES

A Citizen's Transportation Oversight Committee (CTOC) Public meeting was held at the Mustang Library Auditorium, 10101 North 90th Street, Scottsdale, Arizona on April 26, 2001 with Chairman William G. Beyer presiding.

Members Present:

William G. Beyer, Chairman
Brian Campbell, Member-At-Large
Scott Newton, Maricopa County District 1
Jim Lykins, Maricopa County District 2
Ron Gawlitta, Maricopa County District 3

Members Absent:

None

Others Present:

Mary Manross, Mayor of Scottsdale
Elizabeth Neville, ADOT
Nicole Witteveld, Hyatt Regency Scottsdale
Bill Rawson, City of Scottsdale
Ray Currens, Citizen
Rebecca Hayes, Citizen
David Hill, Scottsdale Transportation Commission
Betty Graber, Citizen
Bill Lazenby, Coalition on Arizona Bicyclists
Phyllis Hudleil, Ironwood Village
Wayne Ecton, COPP
Sherry Slover, Citizen
Rich Rumer, Coalition of Arizona Bicyclists
Bob Schmid, Citizen
Helen Shepard, Ironwood Village
Kwisung Kang, ADOT
Carolyn Deobler, ADOT
Bill Hayden, ADOT

John Little, City of Scottsdale
Barb Fazio-Etkin, Citizen
Sam Bova, Ironwood Village
Jim McIntyre, City of Scottsdale
Roland Hayes, Citizen
William "Blue" Crowley, Citizen
Aaron Graber, Citizen
Bill Williams, Citizens
Fred Garcia, ADOT
Martha Ecton, Citizen
Mike Slover, Citizen
Burton Gold, Citizen
Amy Merelli, Citizen
Al Rosenker, Ironwood Village
Ross Smith, Citizen
Chuck Eaton, ADOT
Dan Lance, ADOT
Doug Nintzel, ADOT

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1. Call To Order:

Chairman Beyer called the Citizen's Transportation Oversight Committee meeting to order at 6:00 p.m.

Chairman Beyer opened the meeting thanking the citizens for taking the time to attend this meeting. One of the roles of the Citizen's Transportation Oversight Committee is to reach out to the citizens of the communities in the Valley and try to solicit public opinion regarding transportation issues. An annual report is generated from these meetings and distributed to the Transportation Board, Legislature, Governor and all transportation related agencies. Chairman Beyer informed the group that a brief summary of the responsibilities of the Citizen's Transportation Oversight Committee together with a CTOC members listing could be obtained with other handouts located on a table near the entrance of the room.

2. Welcome:

Chairman Beyer introduced Mayor Mary Manross of Scottsdale, who welcomed and addressed the Committee and public regarding transportation issues affecting Scottsdale. She stated the City Council and Transportation Commission met in a study session to discuss areas they are focusing on within their community. She said they are investing heavily in an ITS program and are trying to be creative in finding solutions to traffic challenges. She assured the Committee that they are committed to working cooperatively to get through all of the difficult issues.

3. Presentation by Scottsdale:

John Little, General Manager of Transportation for the City of Scottsdale, stated transportation and growth are the main issues in their community. He identified numerous challenges, including creating circulation patterns, protecting neighborhood character and quality of life, taking advantage of transportation opportunities to encourage and support economic development and linking land use planning. He stated the area of freeway between Scottsdale Road and Princess is scheduled for completion in May 2003 and questioned what will happen to state lands in the area. He complimented ADOT on doing an extraordinary job of minimizing disruption during construction of the freeway. He said the City of Scottsdale is working closely with private land holders and the State Land Department to create temporary access into and out of the area during construction. He reported a public meeting was held last month, however, due to a poor turnout, another meeting will be scheduled.

Mr. Little stated Scottsdale previously focused on north/south transportation problems, however, traffic counts on Scottsdale and Hayden are much lower because of the 101.

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He said some of the biggest challenges they now face concern east/west routes. He said Scottsdale has a dynamic Transportation Commission and its citizens are willing to get involved in advising City Council.

4. Status of Northeast Valley Transportation Projects:

Bill Hayden, ADOT Ombudsman commented on the following:

- Loop 101: 19th Avenue to Scottsdale Road – The segment is nearing completion. We are evaluating with the contractor whether or not there can be some interim openings. He stated the 10 mile section would be fully opened later this summer.
- Loop 101: Scottsdale Road to Princess – Construction is scheduled to begin in September/October, 2001 with scheduled completion occurring in May 2003. When completed, it will provide system continuity for the outer loop.
- SR 51: Bell Road to Loop 101 – This segment is being accelerated through the use of HELP funds. We hope to advertise the project in May, begin construction in September or October and have it completed sometime in late 2003.
- We have had very good cooperation with the City of Scottsdale throughout the construction of the north/south section. We will continue to have close coordination and cooperation with the City of Scottsdale, particularly in regards to minimizing congestion problems in the area of Scottsdale Road.

5. Call to the Public:

Ray Currens, citizen, expressed his opinion that ADOT has done an outstanding job.

Nicole Witteveld, Transportation Coordinator, Hyatt Regency Scottsdale, said she would like to see more thought given to public forms of transportation, noting people like herself are very concerned with air quality. She said Arizona is very attached to vehicles, suggesting it is because there are no other options. She stated expanding the freeway system is a short-term solution and will never solve traffic congestion.

Chairperson Beyer recommended Ms. Witteveld contact MAG, noting a tremendous amount of planning and study activities are taking place relative to public transportation.

Roland Hayes, citizen, suggested attention be given to the Loop 101 exit onto Princess, noting there are several skid marks in the area. He suggested the sign for the exit to Pima Road be changed to read "Pima Road South Only" to alert travelers wanting to go north on Pima that they need to stay on the 101. He also expressed concern about the way traffic is channeled at Princess. He noted there are plans for one, if not two, malls at the Scottsdale Road and Loop 101 intersection, resulting in a

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great deal of traffic at the intersection. He asked the Committee to address his concerns if possible.

Dan Lance, ADOT Deputy State Engineer, responded that they are looking at signing for Pima Road.

Wayne Ecton, COPP, explained his organization looks out for Pinnacle Peak residents' interests regarding development issues. He said most of the citizens he has spoken to are anxious to see the completion of the Loop 101 and SR 51 and asked if anything could be done to accelerate construction. He said, while he has heard comments regarding the public transit system, he appreciates the freeway system for its ability to free up surface streets.

Rich Rumer, Vice President, Coalition of Arizona Bicyclists, stressed that transportation is multi-modal and includes bicycles, buses, transit and other alternative modes of transportation. He asked the Committee to include all modes of transportation in their design and implementation, noting highways can quickly become barriers for people on bicycles. He noted the area where the Loop 101 intersects with Scottsdale Road does not have any bike lanes, resulting in safety hazards. He expressed his opinion that ADOT needs to hire a Bicycle Coordinator.

Bill Hayden, ADOT Ombudsman reported they have received applications for the Bicycle Coordinator position and interviewing is scheduled to begin the first week of May.

William "Blue" Crowley, citizen, said he sees a lot of inadequacies in Scottsdale and asked why they do not follow the Maricopa County plan. He said, while the Committee acts as an advisor to ADOT, MAG, Phoenix, Scottsdale and RPTA, each is on their own page. He commented on the Committee's approval last month of the Short Range Transit Plan, which shows the RPTA spent \$52 million this year on transit. He questioned how that was possible when it operates on a \$54 million budget. He pointed out the TIP report states Arizona is spending \$1.6 billion on roadways, most of which is not federally matched, and only \$300,000 on transit. He said, while the Short Range Transit Plan is supposed to be incorporated into the TIP, approximately \$500 million for light rail projects over the next three years does not correspond. He stated they need to put heavy rail through the Scottsdale, Cave Creek, Carefree and Fountain Hills areas, which could then be used as commuter rail for the region. He encouraged the Committee members to attend the May 30th and 31st Governor's Vision 21 Task Force meeting.

Amy Merelli, citizen, expressed concern about increased noise levels resulting from the increased speed limit on the freeway. She discussed how the noise has effected

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her life, noting she lives one and a half miles from the freeway. She asked if barrier walls would be constructed and if the speed limit could be reduced back down to 55 mph. She stated there are no traffic controls on Hayden, Indian School or Granite Reef and, consequently, people continuously speed through the area.

Chairperson Beyer noted the Committee hears about freeway noise at every meeting.

Response: Fred Garcia, ADOT, said they have launched an aggressive noise study and evaluation from McKellips north to Frank Lloyd Wright. He said they are looking at areas where readings might indicate the need for additional mitigation, noting the results of the study would be shared with the community. He said a letter will go out to approximately 18,000 residents tomorrow, explaining ADOT's efforts.

Bob Schmid, citizen, commended the bureaucratic governmental agencies for doing a good job of working together to get things done in an expedient manner. He encouraged people to think outside the box when identifying ways the state can stay ahead of transportation demands. He said pollution would be decreased if the city could find ways to keep traffic flowing. He suggested additional lanes be added now rather than waiting until the costs and restrictions associated with adding the lanes increase.

Bill Williams, citizen, said he lives less than 100 yards from where the freeway goes over Pima Road, just south of Via Linda. He said, years ago, they were promised a depressed freeway and noise barriers. He stated they appreciate that ADOT has noticed their problem and is doing a noise study, however, they need to experience the noise first hand to truly appreciate its full effect.

Response: Mr. Garcia, ADOT explained they try to take measurements during the loudest times and, while they have a good idea when those conditions exist, they also look to residents for their input.

Barbara Fazio-Etkin, citizen, stated the original character and quality of her neighborhood no longer exists due to noise from the freeway. She spoke of how the noise has impacted her personally, stating it is too loud for her to sleep or to enjoy her backyard.

Response: Mr. Little, City of Scottsdale noted a wall is currently planned for that location. He suggested certain technological advances, including low noise tires, could help in the fight against noise. He said they presented a plan to help residents deal with noise at last night's joint Transportation Commission/City Council meeting. He invited citizens to assist in developing solutions.

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Response: Mr. Garcia stated they are currently looking at materials that can be more easily retrofitted to existing structures. He noted ADOT requires mitigation when decibel levels reach 64, where as the federal guideline is 67 and most other states' requirements fall somewhere in between.

Chairperson Beyer asked Mr. Garcia to ensure he has the addresses of those citizens who commented on noise levels.

Brain Campbell commented that Don Pratt of Vermont recommended they contact NoisePolutionClearingHouse.org, a non-profit organization based in Vermont, explaining they are an excellent source of information.

Burton Gold, citizen, said tires are the cause of the noise and that the noise is continuous throughout the day.

Chairperson Beyer said the rubberized coating being used on I-17 does seem to help mitigate noise.

Ron Gawlitta, CTOC thanked Mr. Schmid for his suggestion to think outside the box. He said a study done in 1996 that addressed surface transportation problems concluded that the solution seemed to be the construction of a street car system. He stated Phoenix is now going forward with a 4/10^{ths} of one cent sales tax increment, 65 percent of which goes to buses and 35 percent to a light rail system. He expressed his opinion the light rail system will set the city back 30 or 40 years in terms of congestion. He said he believes an elevated system is the solution, acknowledging that such a system also has detractors. He said the elevated system, whether applied to city streets or only to freeways, provides a means for taking people at a high speed above traffic and accidents. He expressed his opinion that many people are too close to the issue to see peripheral ideas. He suggested they put pylons for an elevated system in the median of the most heavily trafficked freeway corridors. He said the state is currently looking at \$44 million per freeway mile, not counting right-of-way acquisition, and the cost for an elevated system would be 20 to 30 percent more. He stated an elevated system would provide for cleaner air, faster movement of people and less noise. He encouraged others who support an elevated system to write to their elected officials.

Mr. Crawley re-addressed the Committee, asking that they make a motion to support the Governor's Vision 21 Task Force. He also asked that they address CANAMEX. Lastly, he asked that the Committee make a motion to address express terminals and light rail facilities.

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Chairperson Beyer noted the Vision 21 Task Force's preliminary report has gone back to the drawing board and will not resurface for at least one more month. He suggested anyone wishing to put forward a motion relative to Vision 20/21 do so at a future Committee meeting.

Chairperson Beyer asked Brian Campbell to look at the statute to see if it is within the Committee's purview to take on the City of Phoenix trolley system.

6. Close:

Mr. Beyer called for any further public input, and there was none.

7. Next Meeting Date:

**ADOT Board Room, #145-147
206 South 17th Avenue
Phoenix, AZ 85007
Tuesday, May 15, 2001
5:00 p.m.**

Meeting adjourned at 7:35 p.m.